

No. 6880.—August 26, 1885.

commented the adoption in this Colony of Regulations of a similar character to the one which Lord Derby intended would be approved of by H. M. Government.

It was understood by the Chamber that new regulations would consequently be issued and it was not until the appearance of the notification that the Committee became aware that restrictions were still to be continued.

Quarantine has hitherto proved altogether inoperative in relation to the introduction of cholera into any locality, and especially must the principle be useless in the case of this Colony, whose natural surroundings present opportunities so diverse and so wholly beyond control for the admission of disease, that the system in force is practically rendered a useless measure.

The Committee would suggest that a Lazaretto or a permanent character, for the reception of patients infected with cholera, should be erected on the Quarantine Ground on Stonecutter Island.

The Committee is aware of the advantages to be derived from lodging the patients in temporary structures, which can be burnt immediately after they are free of patients, in order more effectually to destroy all sources of infection, but they cannot view with indifference the advantages of the typhoid fever, which is liable during the summer months, the advantages of at least possessing a certain amount of permanent accommodation for the reception of patients in case of any emergency.

The Committee of the Chamber earnestly request that the subject of Quarantine may be reconsidered. The present restrictions on Shipping are of no practical use against the introduction of disease and they are calculated to seriously interfere with all mercantile interests.

I have the honour to be, Sir, Your most obedient servant,

(Sd.) W. KENNEDY,
Chairman.

The Hon. F. Stewart, LL.D.,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 18th July, 1885.

Sir,—In answer to your letter of the 15th instant respecting the Quarantine Regulations published in the Government Gazette of the 27th ultimo, I am sorry to hear that the Officer Administering the Government to whom you have referred is advised that, in the present circumstances of the Colony, it would not be practicable to apply effectually those alternative regulations; but I am glad to hear that the Committee are of opinion that the adoption of the regulations referred to in paragraph 4 of Lord Derby's despatch to His Excellency the Governor Sir G. F. Bowen, dated 13th February 1885, as the Committee would be glad to render such assistance as is in their power with a view to removing the difficulties which exist.

I have the honour to be, Sir, your most obedient servant,

(Sd.) FREDERICK STEWART,
Acting Colonial Secretary.

The Hon. Wm. Kennedy, Chairman,
Hongkong General Chamber of Commerce.

HONGKONG GENERAL CHAMBER OF
COMMERCE,

Hongkong, 4th August, 1885.

Sir,—With reference to your letter of the 15th inst. respecting the Quarantine Regulations published in the Government Gazette of the 27th ultimo, I am sorry to hear that the Officer Administering the Government to whom you have referred is advised that, in the present circumstances of the Colony, it would not be practicable to apply effectually those alternative regulations; but I am glad to hear that the Committee are of opinion that the adoption of the regulations referred to in paragraph 4 of Lord Derby's despatch to His Excellency the Governor Sir G. F. Bowen, dated 13th February 1885, as the Committee would be glad to render such assistance as is in their power with a view to removing the difficulties which exist.

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(Sd.) P. RYAN,
Vice-Chairman.

The Hon. F. Stewart, LL.D.,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 8th August 1885.

Sir,—With reference to your letter of the 4th inst. respecting the Quarantine Regulations against Cholera, I have the honour to convey to you the thanks of His Excellency the Officer Administering the Government for the assistance which you have been good enough to offer, and which, as he well knows, is never wanting on the part of the Chamber when the Government is in need of it. In this case, however, the removal of the difficulties referred to is rather beyond the power of the Chamber, arising as they do, in a great measure, from the habits, condition, and nature of the people we have to deal with, and the difficulty of making any reliable inspection of the passengers, who are so numerous, and whose removal is made so difficult.

The Health Officers would have, in fact, to board every junk and other vessel and search it throughout, in order to detect the existence of Cholera or other disease. Under these circumstances, the Chamber, seeing that the best means of guarding against the introduction of Cholera are still surrounded with doubt, the Officer Administering the Government and the Executive Council are fully of opinion that it is far better, in a moment of great danger, that the Government should be enabled to have the power in reserve of having recourse to Quarantine Regulations, rather than that we should be dependent altogether on a system of inspection, which, in the present condition of the native population, could not be properly enforced.

Glady would His Excellency be relieved of the responsibility imposed on him, by Class 2 of the Regulations, of proclaiming certain Ports; but he would be happy to undertake any responsibility rather than run the risk of having Cholera in an epidemic form imported into the Colony in its present insupportable sanitary condition.

His Excellency's powers have been so exercised as to cause no more inconvenience to the mercantile community than if no Quarantine Laws existed; and not only that, but as the correspondence in this Office would show, he has done his best to free all ships leaving this port from any restrictions as regards Quarantine to which they might have been liable at their respective destination during the present outbreak of Cholera.

I have the honour to be, Sir, your most obedient servant,

(Sd.) FREDERICK STEWART,
Acting Colonial Secretary.

The Hon. P. Ryan, Vice-Chairman,
Hongkong General Chamber of Commerce, &c., &c., &c.

HONGKONG GENERAL CHAMBER OF
COMMERCE,

August 26th, 1885.

Sir,—I have the honour to address you with reference to your reply of the 8th inst. to this Chamber's letter, requesting information as to the circumstances which render impracticable the adoption of the regulations referred to in paragraph 4 of Lord Derby's despatch to His Excellency the Governor Sir G. F. Bowen of 13th February 1885, and to previous correspondence on the subject of Quarantine.

The opinion of this Chamber, as you are aware, was requested by His Excellency the Governor on 28th April last respecting the question of Quarantine, with a view to early action by the Government and by the Colonial Legislature; whereupon the Committee recommended the adoption of regu-

lations framed entirely on the same basis as those prevailing in the United Kingdom. I am desirous that the Committee to state that they deeply regret that, after their representations upon the subject, and the hopes which were held out that the Quarantine regulations of this Colony would be placed upon a footing similar to that which exists in the United Kingdom; no steps have, up to the present, been taken to attain so desirable an object.

The Committee would again point out the urgent necessity of at once taking steps to carry out the regulations referred to in paragraph 4 of Lord Derby's despatch to His Excellency the Governor Sir G. F. Bowen dated 13th February 1885, which is as follows:

"If Quarantine were abolished, it would be necessary to give the Governor in Council the power of making regulations similar to that possessed by the Local Government Board under Section 139 of the Public Health Act 1875, and it would be necessary for the Governor in Council to make regulations for the detention and examination of ships suspected of being infected with Cholera, or coming from places infected with Cholera; for the Medical examination of the passengers and crew, and for the removal from the ship and the detention and treatment in proper isolated places of the sick persons on board, for the disinfection of the ship, and for the disinfection or destruction of all infected articles on board, similar to those made by the Local Government Board in their Order of 12th July 1883. A copy of that order is enclosed for your information, with copies of the accompanying letter to the Sanitary Authorities, and of a Memorandum by the Medical Officer of the Board on Precautions against the Introduction of Cholera."

The Committee desires, also, to call the attention of His Excellency the Governor to his despatch of the 19th December 1884 to the Secretary of State, from which the Committee gathers that Her Majesty's Government are not in favour of the adoption of the system of Quarantine, and in which it is stated that there is a complete agreement among all who have a practical acquaintance with the subject either in India, or in the United Kingdom, that the generally received theory and practice of quarantine is not only useless, but also harmful.

The Committee are unable to gather from the reasons alleged in your letter in what manner or measure this Colony is to be more effectually protected from the introduction of Cholera or other infectious diseases from other parts of the world, than by the adoption of such regulations as are considered quite sufficient for the protection of the United Kingdom. The Committee moreover entirely fail to understand how the detention of Foreign ships or persons from which there is fear of disease, hindered than from native vessels can be efficacious in preventing the spread of disease, when the Executive expresses its inability to exercise adequate supervision over the large number of native junks which enter the harbour from nearly all the Ports on this Coast.

If the Executive of this Colony is unable to exercise complete supervision over all vessels native or foreign, that enter the waters of this Colony, then it is hardly necessary to point out that the system of quarantine, based upon the Colonial Government is wholly inefficient and utterly useless, and that foreign vessels will be submitted to the injustice of detention and loss thereby entailed, while native vessels, where every endeavour is made to conceal disease, are allowed to escape, and leaving this Colony during the summer months.

With respect to the concluding paragraph of your letter in which reference is made to the present outbreak of Cholera, I am desirous to state that up to the present time leaving this port have been provided with clean Bills of Health, which the Committee presumes would not be done were the Port infected with Cholera; though the Committee is aware that a sporadic form of choleraic diarrhoea has been prevalent in this Colony during the summer months.

The Committee desire also to call attention to that portion of their letter of the 15th July referring to the erection of a permanent Lazaretto on Stonecutter Island, which has apparently been overlooked, and which the Committee would suggest that the Government should erect on the Quarantine Ground on Stonecutter Island. The Committee is aware of the advantages to be derived from lodging the patients in temporary structures, which can be burnt immediately after they are free of patients, in order more effectually to destroy all sources of infection; but they recognise, in view of the destructive effects of the typhoid fever, which the Colony is liable during the summer months, the advantages of at least possessing a certain amount of permanent accommodation for the reception of patients in case of emergency.

The construction of the above, as well as the erection of a permanent Lazaretto, the Committee recommends as urgent necessities; and the Government is unable to undertake any such expenditure, in the absence of any such accommodation in the Colony, and considering the strenuous recommendations that have been made with a view to obtaining the completion of the new buildings.

I have the honour to be, Sir, your most obedient servant,

(Sd.) P. RYAN,
Vice-Chairman.

The Hon. F. Stewart, LL.D.,
Acting Colonial Secretary.

THE NEW INSPECTOR GENERAL.

Tientsin, Aug. 6th.

The appointment of Inspector General remains unsettled, and the solution is admitted by the Yamen to be difficult on account of the universal desire of all prominent Chinese dignitaries that the service shall as soon as may be consist mainly or wholly of Chinese officials. If a Chinese is appointed Shao has a good chance; if a foreigner is, the chance seems to be that of Dr. Martin, who, in many respects, is eminently qualified for the duties of the office, though he is a righteous, respectable, and in a certain way, cultured man.

The second chance may be supposed to rest upon Mr. James Hart, who can fill the office properly. I refer to the matter at length because it marks a change in Chinese ways, and before long you will see many evidences of the fact, that is working the minds of the people. Unfortunately, as the subject of the Empire are, and although the Empire is eminently anxious and accessible to new ideas, the questions that now disturb the Council are not of a kind to be solved by the Empire.

Some changes are to be made. The Shan troops, about 10,000 men, are to be employed in and around the city, and other labourers, probably soldiers also, will be set to improve the approaches. As stone is abundant it will be easy to make good and permanent roads, and as the workers are skilful and laborious the city and its environs may be in a few years made beautiful, accessible, and provided with the means of sanitation. We show then and Yung-ning-yen, the vast palaces of the Empire which were destroyed by

allies in 1860, are to be rebuilt within 10 years. The cost of rebuilding and refurnishing will be not less than 20 millions of taels. The means are to be drawn from provincial contributions, and official gifts, sometimes given voluntarily, but if not then exacted by peremptory demand. It would be against rule, or the spirit of rule, to make these two works of rebuilding with foreign or borrowed money paying interest, and it is sure that adequate contribution will be made by provincial governments and individuals. For these works of Peking improvements and new palaces the Empress has no funds. The palace war fund, which, according to the law of Kiang-Loong is always to be kept up to a standard of 30 millions of taels of silver, has been expended in Tongking. At least, it is said, the balance now in the Palace Treasury does not exceed three millions of taels.

THE GROWTH OF OPIUM IN CHINA.

I lately had reason for enquiring into the consumption of foreign opium in Chihli, and find that very little is used—13 or 14 years ago the consumption was not much under 10,000 chests, but this year the sale will barely reach 1,000. The use of opium in this province increases yearly, but the supplies are drawn from Kanah, which gives the best and most refined opium, and even Manchuria. This province also produces much, and the poppy fields spread more and more every year. It may be presumed that in a short time the whole of the opium used in North China will be of native growth. In a previous letter I said that I was sure that China produced 6 times more opium than is imported, and perhaps 8 times, but the estimate is too low. Szzechuan consumes, man for man, more opium than any other province; it is also the most prosperous and contented province of China, but after satisfying its needs the surplus sent away for sale in other provinces greatly exceeds the whole import from India in quantity. The Indian revenue has been sacrificed to the lies and ravages of a lot of crazy missionaries, who arrogate the right to determine what is good and what is bad for the Chinese people. But the Chinese people go on in their own way, and the consumption of opium increases yearly. One reason for the increased consumption is notable. The members of Moslem increase every year. In China there are now some 30 millions of Mahomedans. Most of these men will not smoke tobacco, nor take wine or opium, but in compensation they eat, (not smoke) the soothing, pain-alleviating, care-destriving juice of the poppy, *nephthe*.

CHINA AND JAPAN.

Relations between China and Japan are cordial, and the alliance will become an active one as Korea is invaded by Russia. There is a deeply-rooted irritation against the Muscovites, and the Chinese are quite of a mind to vindicate the enormous and unprovoked territory filched in 1860 by the ignoble Ignatieff.

THE HONGKONG SCHOOLS.

I have read General Gordon's letter to Sir J. F. Hennessy, advising that England should assist China in improving her armies. It bears upon the recommendation I gave to your community that if the schools of Victoria, instead of educating youths for mere clerk work, trained them to serve the urgent needs of the Chinese Empire, your Colony would profit. I can assure you that if your schools could tomorrow provide the Chinese Government with 5,000 cadets, surgeons, telegraph operators, chemists, engineers, civil engineers, and with youths specially fitted by education, by knowledge of some Western language, &c. for Customs Service, every one of the 5,000 would get a well paid post in the honorable service of the Chinese Empire. Unfortunately, the schools of Victoria in the defective and unintelligent of the curriculum, do but copy the crying evils of education in England, where handicrafts are scorned, where it is difficult to get special training for special work, where the technological schools are few, ill-managed and perfunctory, and where, as we see the whole scheme of education is unpractical, imperfect, and wholly unsuited to the exigencies of the times.

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Tientsin, 13th Aug. 1885.

The Council of Peking, it is now said, will not appoint Shao or other Chinese official to the vacant Inspector generalship of Customs, fearing as they do the times are not opportune for organic change. The aim, however, of making the Chinese Customs a purely Chinese source will be pursued, and will be attained by sure if gradual means. Consequently, Dr. Martin's candidature is once more in prominent favor, but as some members of the Yamen recognize that the venerable gentleman is not conformable in all conditions to the standard of fitness, Mr. James Hart has a good chance. Mr. Deering, the favorite of the Viceroy Li, also has a good chance. The service in future, having suffered a break of continuity, will be changed in its nature. An able and powerful foreign chief may be allowed to keep affairs for a shorter or longer time in their present groove, but as soon as it can be done the Maritime Customs will become a Chinese institution or department, the officers of which, high and low, will be Chinese.

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The Council of Peking, it is now said, will not appoint Shao or other Chinese official to the vacant Inspector generalship of Customs, fearing as they do the times are not opportune for organic change. The aim, however, of making the Chinese Customs a purely Chinese source will be pursued, and will be attained by sure if gradual means. Consequently, Dr. Martin's candidature is once more in prominent favor, but as some members of the Yamen recognize that the venerable gentleman is not conformable in all conditions to the standard of fitness, Mr. James Hart has a good chance. Mr. Deering, the favorite of the Viceroy Li, also has a good chance. The service in future, having suffered a break of continuity, will be changed in its nature. An able and powerful foreign chief may be allowed to keep affairs for a shorter or longer time in their present groove, but as soon as it can be done the Maritime Customs will become a Chinese institution or department, the officers of which, high and low, will be Chinese.

IMPROVEMENTS IN PEKING.

On the occasion of the approaching majority of the young Emperor great improvements are to be made in Peking. If seen from the walls nothing can be more noble and beautiful than the Capital. Its temples, pagodas, monuments, palace roofs, the thick growth of large pines and cedar, the lofty mountains in sight, the cultivated plain, the quaint sepulchral monuments, the groves of yew and cypresses around the graves of great families, the clear blue sky overhead, all make up a beautiful and magnificent sight. But when you descend to the streets the charm is lost, and replaced by disgust. The streets of Dahomey are not more foul in their ways, or more shameful, than the people of Peking, whose grossness is horrible and intolerable. The streets are thick with foul and fetid mud, the sewers are broken, and in the darkness of the unlighted streets any wayfarer stumbles into a hole the wretch is suffocated by the poisonous fith before he can cry for help. Besides, the indescribable foulness and overpowering stenches of the streets, the roads are infamous. Large sums are levied for repairs each year by the Public Works Office, but never is one cash spent, and the ruin goes on from year to year.

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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLE, GIBRALTAR,
BRINDISI, ANCON, VENICE,
TRIESTE, PLYMOUTH AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF, PORTS MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "NIPAL," Captain ALDERIDGE, will leave for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, 27th August, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamship calls at MARSEILLES.

A. McIVER, Superintendent.
Hongkong, August 18, 1885. 1407

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS.

NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 3rd September, 1885, at Noon, the Company's S.S. "NATAL," Commandant SUEW, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 2nd September, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required to be declared prior to shipment.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 22, 1885. 1445

Occidental and Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched from San Francisco, via Yokohama, on TUESDAY, the 8th September, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Free-Paid Return Passage Orders, available for one year, will be issued at 2% Discount of Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Acting Agent.

Hongkong, August 22, 1885. 1441

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH
MORNING STAR
Runs daily as a FERRY BOAT between Pedlar's Wharf and Tin-Tai-Fu at the following hours:—

WEEK-DAYS. SUNDAYS.
Leave K'owloon, Leave T'ien-Li, Leave K'owloon, Leave T'ien-Li.
6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.
8.00 " 8.30 " 7.30 " 8.00 "
8.50 " 9.00 " 8.00 " 9.10 "
9.40 " 10.10 " 8.50 " 9.20 "
10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.
12.45 P.M. 1.00 " 1.30 " 2.00 "
1.30 " 2.00 " 2.30 " 3.00 "
2.20 " 3.00 " 3.30 " 4.00 "
3.30 " 4.00 " 4.15 " 4.30 "
4.15 " 4.30 " 4.50 " 5.10 "
4.30 " 4.50 " 5.10 " 5.30 "
5.25 " 5.40 " 5.55 " 6.10 "
5.55 " 6.15 " 6.30 " 6.45 "
6.45 " 7.00 " 7.15 " 7.30 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, this notice will be given of any stoppages.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an account or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 3 ounces, and must not exceed those dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.
The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritania, N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Uruguay, Ecuador, Colombia, Honduras, Guatemala, Cuba, Haiti, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.
General Rates, by any route:—
Letters, 10 cents per 1 oz.
Post Cards, 3 cents each.
Registration, 10 cents.
Newspapers, 3 cents each.
Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.
Australia, New Zealand, Tasmania, and Fiji, via Torres Straits; Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Comm. Papers, 2; Registration, 10; Newspapers, 2; Books and Patterns, 5.

LOCAL POSTAGE.
General Local Rates for Hongkong, Macao, China, Japan, Siam direct (by Cebu-China, Toqueira, and the Philippines):—
Letters per 1 oz., 1 cent (c).
Post Cards, each, 1 cent.
Books, Patterns and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, each, 2 cents.
Registration, 10 cents.

(d) Via Singapore, 10 cents.
(e) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.
1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Letters, &c., can generally be delivered at the Victoria Post Office, at the houses of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., at the same rate, to addresses in Hongkong, or the Ports of the Colonies, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Packages containing Patterns may be wholly closed, if the nature of the contents be first explained, as stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packages.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Cigars, Articles of Dress, Sewing Machines, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local and Indian Parcel Post.
1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Peking, the Straits Settlements, Ceylon, and India. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5 lbs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed if they bear this special endorsement, PARCELS, CONTAINING NO LETTERS, but any parcel may be opened by direction of the Postmaster General. In the case of Parcels for India a declaration of contents, and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory. Parcels insufficiently packed or protected, or liable to be crushed (as handkerchiefs, &c.), Oplum, Glass, Liquids, Explosives, stoneware, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mail, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, but by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of £10.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed:
1. No Letter or Packet, whether to be Registered or unregistered, can be received

for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the value of no value.

3. The limits of weight allowed are as follows:—
Books and Papers to British Offices, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Offices, 5 lbs. if with out intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.
The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence, while passing through the Post, to the extent of \$10, in certain cases, provided:—
1. That the sender duly observed all the conditions of Registration required.
2. That the letter was securely enclosed in a reasonably strong envelope.
3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Missed or Delayed Correspondence.
When correspondence has been misdirected or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, sent to the Post Office, "Received at 7 p.m.," or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

Chair, Jinricksha, and Boat Hire.

LETTER OF CARRIAGE OF FURNITURE, CHAIRS, CHAIRS, BARRELS, AND BOXES, IN THE COLONY OF HONGKONG.

Chairs.
Half hour, 10 cts. One hour, 20 cts. Three hours, 50 cts. Six hours, 70 cts. Day (from 6 to 10), One Dollar.

TO VICTORIA PEAK.
Single Trip.
Four Coolies, \$1.00
Four Coolies, 0.85
Two Coolies, 0.70

By Pak-fu-Lam.
Four Coolies, \$2.00
Three Coolies, 1.50
Two Coolies, 1.00

By Aberdeen Road.
Four Coolies, \$2.50
Three Coolies, 2.00
Two Coolies, 1.50

By Wan-tai Gap.
Four Coolies, \$1.75
Three Coolies, 1.40
Two Coolies, 1.20

TO VICTORIA GAP.
Single Trip.
Four Coolies, 60 cts.
Three Coolies, 50 cts.
Two Coolies, 40 cts.

Return by Pak-fu-Lam.
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 0.90

Return by Aberdeen Road.
Four Coolies, \$2.00
Three Coolies, 1.50
Two Coolies, 1.00

Return by Wan-tai Gap.
Four Coolies, \$1.75
Three Coolies, 1.40
Two Coolies, 1.20

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT GOUGH.

Single Trip.
Four Coolies, 60 cts.
Three Coolies, 50 cts.
Two Coolies, 40 cts.

Return by Pak-fu-Lam.
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 0.90

Return by Aberdeen Road.
Four Coolies, \$2.00
Three Coolies, 1.50
Two Coolies, 1.00

Return by Wan-tai Gap.
Four Coolies, \$1.75
Three Coolies, 1.40
Two Coolies, 1.20

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT GOUGH.

Single Trip.
Four Coolies, 60 cts.
Three Coolies, 50 cts.
Two Coolies, 40 cts.

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Three Coolies, 1.20
Two Coolies, 0.90

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Merchant Vessels in Hongkong Harbour.

Vessel's Name.	Agent.	Flag and Rig.	Tons.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers.							
Adowa	2	h Caborn	1111	Aug. 21	P. & O. S. N. Co.	Bombay, &c.	1st prox.
Bonell	5	h Farquhar	1000	Aug. 25	Gibb, Livingston & Co.		
Breconshire	5	h Pope	1250	Aug. 18	Adamson, Bell & Co.		
Camorta	5	h O'Neill	1250	Aug. 18	Jardine, Matheson & Co.	Amoy	To-morrow
Carrbrook	5	h Cass	973	Aug. 20	Order	Saigon	To-morrow
Cliveden	5	h Ferrier	1115	Aug. 21	Stimson & Co.		
Cousins Arrib	5	h Holle	1250	Aug. 25	Order		
Danby	5	h Newton	561	Aug. 28	Yuen Fat Hong	Bangkok	To-morrow
Dorchester	5	h Lablanc	1107	Aug. 30	J. H. Tripp		
Douglas	5	h Young	985	Aug. 21	Douglas Steamship Co.	Coast Ports	To-morrow
Enigma	5	h Torbeck	2063	Aug. 17	Chinese		
Fame	5	h Liff	117	Aug. 17	H. K. & W'pon-Dock Co.		Laid up
Fokien	5	h Goddard	809	Aug. 22	Douglas Steamship Co.	Swatow	To-day
Galveston	5	h Chater	1301	Aug. 21	Arnold, Karberg & Co.	Saigon	To-day
Glenavonshire	5	h Williams	1842	Aug. 18	Adamson, Bell & Co.	Yokohama	To-day
Gulf of Suez	5	h Laws	1014	Aug. 26	Adamson, Bell & Co.	Shanghai	To-morrow
Kashgar	5	h Speck	1515	Aug. 24	P. & O. S. N. Co.	Yokohama & Higo	29th inst.
Leo Yuen	5	h Sims	736	Aug. 19	M. S. N. S. Co.		K'loon Dock
Medusa	5	h Deparis	1778	Aug. 20	O. Baehrach		
Montout	5	h Liff	859	Aug. 26	Yuen Fat Hong	Trieste, &c.	
Mount Lebanon	5	h Maxwell	1568	Aug. 20	Adamson, Bell & Co.	Saigon	
Napaul	5	h Alderton	1987	Aug. 26	P. & O. S. N. Co.	London & S'pore.	To-day inst.
Ningpo	5	h Potts	761	Aug. 24	Stimson & Co.	Shanghai	To-day
Oceanic	5	h Metcalfe	3907	Aug. 21	O. S. S. Co.	Yokohama & San Francisco	29th inst.
Phu Chom Kiao	5	h Stratton	1011	Aug. 22	Yuen Fat Hong	Swatow & Bangkok	To-day inst.
Pilot Fish	5	h Stopani	161	June 2	H. K. & W. Dock Co.		
Smil Gul	5	h Liff	821	Aug. 23	Hop King	Swatow & Amoy	To-morrow
Triumph	5	h Schult	974	Aug. 24	W. & Co.	Haiphong	To-morrow
Verona	5	h Home	1862	Aug. 26	P. & O. S. N. Co.		
Wah Yung	5	h Witt	313	Aug. 24	Chinese	Hoikow, &c.	To-morrow
Will of the Wisp	5	h Weston	106	Dec. 22	Pustau & Co.		
Zafiro	5	h Weston	106	June 16			K'loon Dock
Trading Vessels.							
Adam W. Spies	5	h Field	1171	July 13	Arnold, Karberg & Co.		
Adolph	5	h Westergaard	886	July 23	Carlovitz & Co.		
Allie Row	5	h Lolland	340	Aug. 21	W. & Co.	Tientsin	
Amity	5	h Habekost	619	Aug. 21	Stimson & Co.		
Anna Siebin	5	h Paulsen	619	Aug. 21	W. & Co.		
Annie H. Smith	5	h Brown	1452	July 9	P. & O. S. N. Co.	New York	
Anton Gunther	5	h Steinbrugg	443	July 29	Malchers & Co.		
Ban Lee	5	h Marton	260	Aug. 26	Chinese		
Ben J. Sowell	5	h Oliver	1397	June 12	Douglas Steamship Co.	New York	
Bessie	5	h Barter	228	Aug. 12	Stimson & Co.		
B. H. Steenken	5	h Mayer	236	Aug. 4	Malchers & Co.		
Carl Bohn	5	h Eichman	269	Aug. 14	Russell & Co.		
Canton	5	h Oliver	1468	Aug. 16	W. & Co.		
Chamron Kamrye	5	h Krag	480	July 29	Chinese		
Comet	5	h Stigoner	1080	June 19	Carlovitz & Co.	Hamburg	
Edward May	5	h Johnson	859	Aug. 16	Russell & Co.		
Eine	5	h Bruhn	523	Aug. 19	W. & Co.		
Elise	5	h Smith	627	May 21	Edward Schellhas & Co.		
Eng Lee	5	h Korok	328	June 23	Chinese		
Eric Reed	5	h Whittier	678	July 15	Russell & Co.		
Frank Pondleton	5	h Nichols	1351	July 5	Order		
Haroldine	5	h Tibbets	1294	June 27	Arnold, Karberg & Co.	New York	
Hoi Cheong	5	h Milne	325	Aug. 1	Hong Tsang Tai		
Highlander	5	h Weyhausen	1484	Aug. 19	Carlovitz & Co.	London	
Jermiah Thompson	5	h Peterson	1904	June 23	Arnold, Karberg & Co.		
Khorasan	5	h Visser	1200	July 3	Arnold, Karberg & Co.	Havre and London	
Lady Harwood	5	h Williams	381	July 13	Order	Honolulu	
Laender	5	h Hamilton	848	Aug. 13	Adamson, Bell & Co.		
Lombard	5	h Lemire	269	Aug. 18	Carlovitz & Co.		
Lucy	5	h Raymond	1143	Aug. 28	Russell & Co.	San Francisco	
Matilda	5	h Merryman	829	July 24	Tong Sang Wo		
Naupactus	5	h Lovitt	1390	Aug. 20	P. & O. S. N. Co.		
Oneida	5	h McGilvery	1074	June 22	Carlovitz & Co.	London, &c.	Cleared
Papa	5	h Lorentzen	770	Aug. 22	Malchers & Co.		
Panboat	5	h Shipman	1967	June 22	Russell & Co.	New York	
Pyralis	5	h Kervin	978	Aug. 26	Carlovitz & Co.		
Queen of England	5	h Schumacher	542	July 29	Chinese		
Raphael	5	h Harkness	145	June 22	P. & O. S. N. Co.		
Rapid	5	h Hombring	429	Aug. 19	Kin Thay Loong		
Reporter	5	h Bayley	1350	Aug. 21	Mossageries Maritimes	New York	
R. E. Wood	5	h Gilkey	1496	May 22	Pustau & Co.		
Swan D. Carleton	5	h Freeman	842	July 17	Arnold, Karberg & Co.		
Three Brothers	5	h Kinkadee	356	Aug. 18	Chinese		
Valosity	5	h Martin	490	Aug. 16	Chinese		
Villa do Rivalavia	5	h Canals	274	Aug. 24	Brandao & Co.		
Wandering Muestral	5	h Koch	306	Aug. 20	Order		
W. H. McNeil	5	h O'Brien	1400	July 18	Gibb, Livingston & Co.		